

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
PEDESTRIAN WORKING GROUP

August 21, 1998
MAG Office Building
Phoenix, Arizona

MEMBERS PRESENT

Mike Branham, City of Surprise, Chair
*Jeff Sargent, ASLA
*Mark Mansfield, ADOT
*Micky Ohland, Chandler
*Dick Janke, City of Glendale
Aaron Iverson, Maricopa County

Steve Hancock, City of Mesa
*Larry Fudrich, City of Peoria
Jolene Ostler, City of Phoenix
Mark Melnychenko, City of Phoenix Transit
Maureen Mageau Decindis, RPTA
Eric Iwersen, City of Tempe
*Michelle Korf, City of Scottsdale

*Those members neither present nor represented by proxy.

OTHERS IN ATTENDANCE

Caryn Logan Heaps, Logan Simpson Design
Angela Dye, A. Dye Design

1. Call to Order

The Chairman called the meeting to order.

2. Approval of the May 21, 1998 Meeting Minutes

Eric Iwersen motioned and Steve Hancock seconded approval of the May 21, 1998 meeting minutes. The minutes of the May 21, 1998 meeting were unanimously approved.

3. Review and Discussion of Responses to Pedestrian Plan Request for Proposals

The Working Group decided to move the interview date from the 10th to the 19th of October due to Columbus Day.

Mark Melnychenko stated that there was a large difference in the quality of proposals, and that the proposal from Venture Catalyst was clearly less satisfactory than the other applicants. He recommended that Venture Catalyst not be interviewed. Eric Iwersen stated that Tempe has had good experience with Venture Catalyst and that the firm has done a fine job for Tempe. He stated that he felt the project manager would be an important consideration in consultant selection. He felt that it would be worthwhile to interview the firm despite the poor quality of the response to the Request for Proposals. Maureen Mageau Decindis stated that there was not definition on the time line for the Logan Simpson Dye Proposal. The Working Group agreed to interview all three consultants. The time

allotted for each interview will be approximately 40 minutes with 15 minutes for a presentation and 15 minutes for questions. Ten minutes will be spend discussing each consultant subsequent to the interview.

5. Update on Design Assistance Program

Staff informed the Working Group that \$150,000 of FY 1999 funds had been advanced for the Pedestrian Design Assistance Program. The Working Group discussed the possibility of doing a video, and decided that it would review the applications for the program, and consider a video once it had reviewed the applications.

6. Review of Design Assistance Projects

Caryn Logan Heaps of Logan Simpson Design and Angela Dye of A. Dye Design, reviewed the Tempe West 5th Street and Mid Block Crossing Pedestrian Design Assistance Projects. Betsy Moll, Tempe, presented the basic facts on West 5th street, that the ADT increased from 3,500 to 10,000 with the opening of the freeway; the a steering committee from the neighborhood worked on the project for over two years, and that had developed a solution that managed the traffic and was pedestrian friendly. The total project costs are \$1.7 million. The amount of the initial design assistance was \$20,000. A unique aspect of the project was the use of photo simulations to show design options. An approved construction plan will be starting this month (August).

Angela Dye presented details on the project, explaining that traffic calming became important to the neighborhood as it worked on the project, and that pedestrian enhancements were used to create character along the street. The specific traffic calming tools used were 10' wide traffic lanes, medians, and straight curbs. A four way stop replaced a traffic signal.

Caryn Logan Heaps explained that temporary traffic control was used to measure results and establish the effectiveness of various traffic calming techniques.

Additionally, an artist is on board for the project. Intersections and sidewalks were designed to accommodate roller blades. A traffic circle was considered but not used. Speed humps were used at the park and community center to raise the street to the level of the pedestrian. The geometrics for bicycles includes raised bike lanes near the chokers. Some changes were made to prevent large busses from using the street, but will accommodate a neighborhood circulator. . Signs will be resolved during construction.

Jolene Ostler stated that she was excited the project was funded, and felt that it was applicable throughout the region. She felt that the design element makes the project look like a street upgrade, not just traffic control. She felt that the process was also important at the regional level - there is generally a lot of neighborhood resistance to neighborhood traffic control projects. This project could help address concerns about mitigation.

In response to questions, Betsy Moll stated the project was funded with \$500,000 ISTEA grant, and \$600,000 of utility funds. There was also a neighborhood set aside of \$500,000 and the \$20,000 design assistance.

Eric Iwersen presented information on the Mid-Block crossing project. Caryn Logan Heaps stated that the

research for the crossings was complete, and that the minimum level of crossing standard for any one jurisdiction was established. She explained that in this case, the information from stakeholder meetings was of limited value, because the stakeholders were focused on local, not regional concerns.

Angela Dye reviewed the criteria outlined by stakeholders. She stated that all the recommendations were geared towards heightening awareness of drivers to pedestrians and cyclists. A minimum standard was developed with input from the Governor's Arizona Bicycle Task Force and is designed to be affordable to wide array of jurisdictions. The minimum standard includes a pedestrian refuge with barrier curbs, signs and crossing identification at the canal. There is a median which must be filed and curbed. Landscaping is not included in the minimum standard due to cost. The crossing itself must be striped. To slow down traffic, the solid white strips between the lanes are widened to 12' instead of changing the roadway width. There is a leaning rail in the pedestrian refuge area. At the curb there are ramps. On the canal there is a stop sign and street sign for pedestrians. A lower speed is being considered, but this is difficult to implement.

Mike Branham asked if the Working Group would like this included in the standard specs and details. The Working Group unanimously agreed. The Working Group discussed various aspects of the project.

7. Update on Transportation Review Committee Activities

Steve Hancock provided a written update of the TRC activities to the Working Group.

Eric Iwersen updated the Working Group on the Walking into the 21st Century Conference. He announced that the conference would take place on October 1 and 2, 1998 at 48th Street and Elliot Road Quality Inn. The focus of the conference will be integrating typical suburban intersections with neighborhoods to make village centers. The Working Group discussed ways of integrating the community into the conference. The Working Group asked about AICP and CEP credits. Staff informed the Working Group that the Conference will be posted on the MAG website.

8. Clean Air Campaign "Feet First" Awards

Staff announced that one application for the Clean Air Campaign "Feet First" Awards had been submitted.

9. Adjournment

The meeting was adjourned.